

Welcome!

Seward & 36th IMPROVEMENTS



The purpose of tonight's meeting is to hear your ideas about:

- The decision matrix
- Conclusions and recommendations based off of the decision matrix
- The latest preferred alternatives

Presentation starts at 5:30 pm.

Project Purpose:

- **To accommodate existing and future travel demand at the New Seward Highway/36th Avenue intersection in Midtown Anchorage**

Need for the Project:

- **Relieve unacceptable traffic congestion**
- **Improve operational and travel efficiencies**
- **Remedy safety problems associated with the intersection, including pedestrian and bicycle crossings**

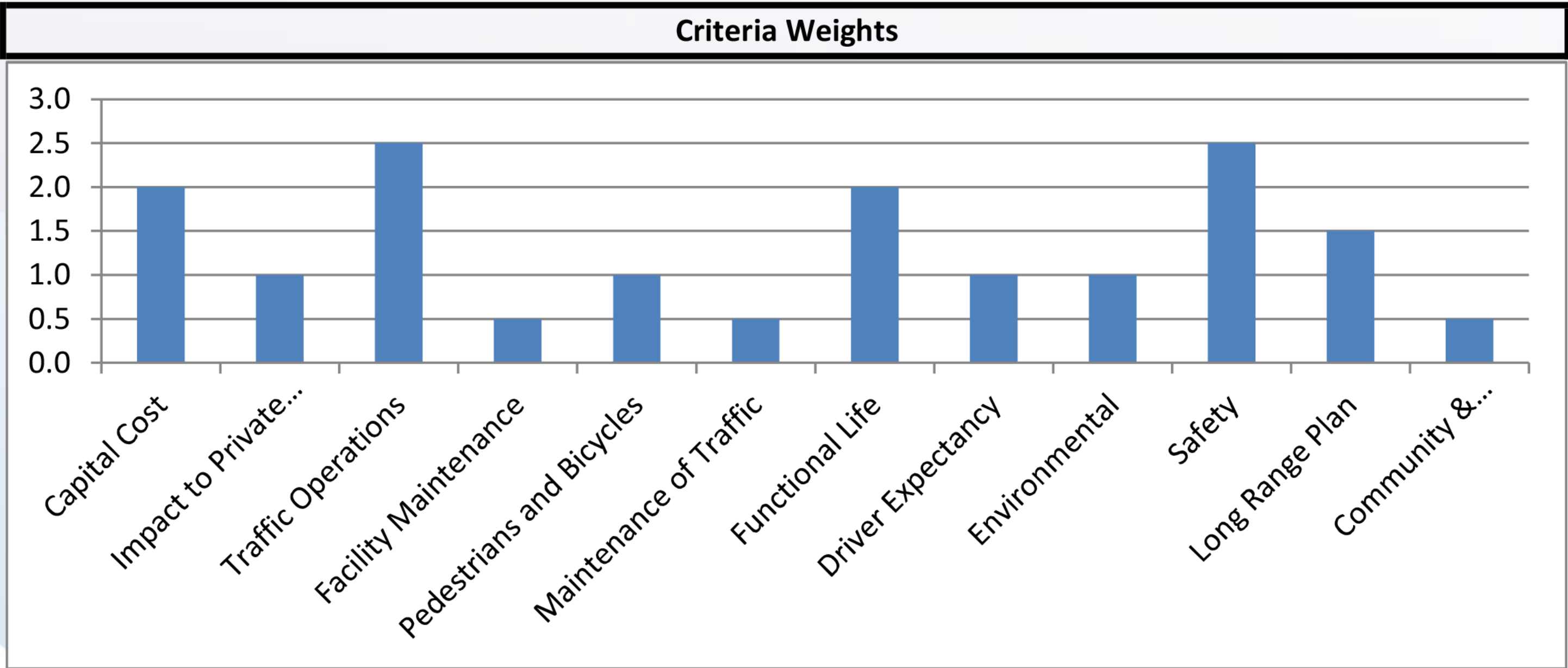
- **65,000 vehicles travel through the New Seward Highway/36th Avenue intersection each day**
- **The intersection is failing**
 - » **Current level of service is F**
 - » **Seward/36th Avenue is tied for second place for the highest number of vehicle collisions in the MOA**
- **Solutions are needed to meet future demand**
 - » **Seward/36th Avenue is a high priority project in the current Anchorage Metro Area Transportation Solutions (AMATS) 2035 Metropolitan Transportation Plan (MTP).**

The Decision Matrix was prepared to quantitatively analyze the alternatives currently under consideration for the Midtown Congestion Relief project.

The criteria selection and scoring for each alternative is driven by the project Purpose and Need statement which places particular emphasis on traffic operations and safety. These criteria were assigned weights 2.0 or greater to stress their importance in the selection process. The remaining criteria are also important in rating the alternatives but are not considered to be within the core of the Purpose and Need for this project. For this reason some of the criteria were assigned lower weights.

New Seward Highway and 36th Avenue Interchange - Decision Matrix Summary													
Criteria and Weight		Capital Cost 2.0	Impact to Private Property 1	Traffic Operations 2.5	Facility Maintenance 0.5	Pedestrians and Bicycles 1	Maintenance of Traffic 0.5	Functional Life 2	Driver Expectancy 1	Environmental 1	Safety 2.5	Long Range Plan 1.5	Community & Government Expectations 0.5
Alternative and Total Score		Total Score = Σ (Criteria Rating X Criteria Weight)											
Hybrid Single Point Urban Interchange (hSPUI)	7.9	-1.50	-1.00	1.75	-0.50	1.00	-1.00	1.75	-0.50	-0.50	1.00	1.50	-
Half SPUI w/CD Roads (PH 1 of 2)	7.8	-1.50	-1.00	1.75	-0.50	1.50	-1.25	1.50	-0.50	-1.00	1.50	1.00	-
Loop Ramp Interchange	5.0	-1.50	-2.00	1.50	-0.50	0.75	-1.00	1.50	0.00	-0.75	1.00	1.00	-
Half SPUI w/Braided Ramps (PH 2 of 2)	4.8	-2.00	-2.00	2.00	-1.25	1.50	-1.75	1.50	-0.50	-2.00	1.50	1.00	-
Conventional Single Point Urban Interchange (SPUI)	4.3	-2.00	-1.00	2.00	-1.00	0.50	-2.00	2.00	0.00	-1.00	1.50	-1.00	-
Hybrid Diverging Diamond Interchange (hDDI)	4.3	-2.00	-2.00	2.00	-2.00	0.50	-1.50	1.50	-2.00	-0.50	1.50	1.50	-
Split Diamond Interchange	2.8	-1.25	-1.50	0.00	-0.50	0.50	-1.00	2.00	-0.50	-0.50	1.00	1.00	-
Grade-Separation	1.5	-1.00	0.00	-1.00	0.00	1.00	-1.00	-0.50	1.00	-0.25	2.00	0.50	-
Partial Diamond Interchange	-2.0	-2.00	-1.75	-0.50	-0.50	0.75	-1.50	0.50	-0.50	-0.50	1.50	1.00	-
Continuous Flow Intersection (CFI)	-5.8	-0.50	-0.50	0.50	-1.00	-2.00	-0.50	0.50	-2.00	0.00	0.50	-2.00	-
Hybrid SPUI w/o On-ramps	-10.3	-1.50	-1.00	-2.00	-0.50	0.50	-1.00	-0.50	-0.50	-0.50	1.00	-1.00	-
No-Build Condition	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-

Baseline = Existing Conditions		
Effect on Criteria		Rating
Much More / Much Better		2
More / Better		1
Same		0
Less / Worse		-1
Much Less / Much Worse		-2



Physical Constraints

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Interior southbound off-ramp from Seward Hwy. to 36th.

Hybrid SPUI Alternative Vision Board

Possible highway slope visualization.

36th Ave., looking west.



36th Ave., looking east.



Existing noise wall view looking southwest.



Highway 3% slope increase begins / ends.

Interior northbound off-ramp from Seward Hwy. to 36th.

Interior southbound on-ramp from 36th to Seward Hwy.

N

Tudor Rd.

Hybrid SPUI Alternative 2014 Bicycle Paths

Kinley's Restaurant

Moose's Tooth

Extended Stay Midtown

McDonalds

Yamato Ya

Northrim Bank

Alaska DOT

BP Exploration

CH2M Hill

36th Ave

Latouche St.

Old Seward Hwy.

New Sagaya's Midtown Market

Anderson's Bridal and Salon Davinci

Alaska Car & Van Rentals

Best Western Golden Lion

Turnagain Arm pit

Armets Post Two

Seward Hwy

The yellow lines indicate existing bicycle routes and pathways per the MOA bicycle plan in and around our project area.

We've heard...

...that you want a bike path connecting Tudor Rd. and 36th Ave. How would you suggest connecting the two?

N

Tudor Rd.

Next Steps

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➤ **DOT Decision on alternative / Summer 2014**

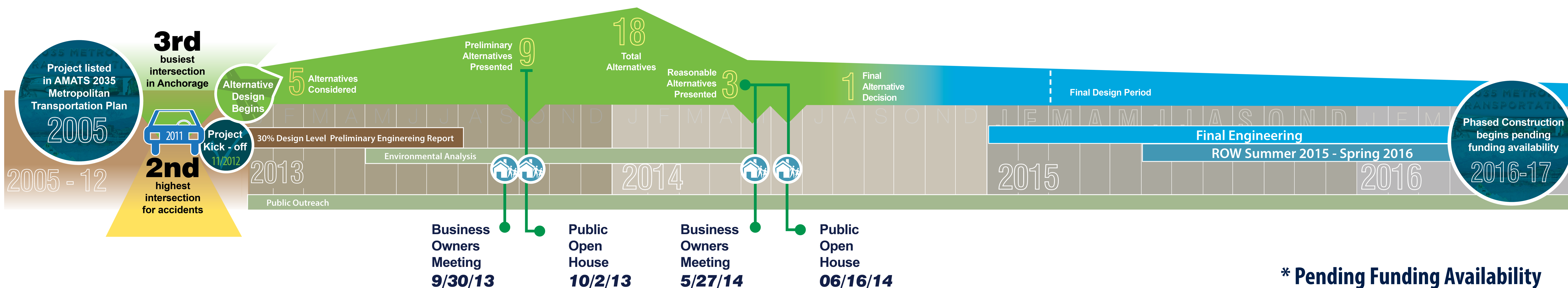


➤ **Final Design / Summer 2015 - Spring 2016***



➤ **Right-of-way Acquisition / Summer 2015 - Spring 2016**

➤ **Construction / Summer 2016-Fall 2017***



* Pending Funding Availability

Submit a Comment

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We want to hear from you!

We want to know more about your expectations for how each of the alternatives would meet your traveling needs

**Submit a comment here or visit our website at
www.sewardand36th.com**

You may also contact

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